

MISSOURI BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Meeting Minutes
November 15, 1999

Present

Mike Murray, USCF
Martin Pion, LAB Effective Cycling
Arnold Meysenburg, Conservation Federation of Missouri
Kari Blaeuer, Division of Highway Safety
Jeff Wohlt, Division of Tourism
Cindy Cartwright, Department of Health
Deb Schnack, Department of Natural Resources
Willard Worts, Department of Elementary and Secondary Education
Michael Herron, Missouri Parks and Recreation Association
Marlene Nagel, Mid-America Regional Council
Andy Clements, City of St. Joseph
Terry Whaley, Springfield MPO
Dennis Scott, Missouri Department of Transportation

Absent

Dave Bedan, Audobon Society
Jeff Elson, Attorney, Brookfield
Bob Kirkman, Jackson County Wheelmen
Mary Grace Lewandowski, East-West Gateway Coordinating Council
Michael J. Right, AAA
Jack Fincher, City of St. Robert
Randy Gray, Department of Economic Development
Ken McGrail, Meramec RPC
Sandy Karsten, Highway Patrol
Joan Bray, Legislature
Tom Netzer, Ozark Greenways

Others

Mark Virkler, University of Missouri-Columbia
Gary Dixon, Department of Elementary and Secondary Education
Dennis Jones, Missouri Safety Center

I. Introductory Comments and Approval of Minutes

The minutes for the previous meeting were reviewed and approved.

Secretarial support was not available for this meeting and concerns were expressed the minutes would not be accurately reported without adequate staff support. Any member who took notes would be detracted from participating in the meeting. A motion was made, and seconded that a letter be submitted to MoDot

expressing the Committee's concern that staff support be made available for meetings. Cindy Cartwright volunteered to take notes to back-up those taken by Dennis.

MoDot is reorganizing and the bicycle/pedestrian program is being moved to long range planning. A concern was expressed this may not be a good location for the program as things need to be done not only long term but now. Other opinions were expressed that long term planning may not be a bad location for the program. It was requested that the Committee be supplied with an organizational chart of the Department. Also that a report be submitted as to where this unit is located in other state DOTs.

II. Presentation by Missouri Safety Center

Various handouts were provided to Committee members. CMSU offers an extensive motorcycle safety program, which ties in with the national program. The speaker, Dennis Jones, felt a bicycle training program could be done in a similar fashion.

Educational efforts are concentrated in the summer months on school bus drivers. They are getting ready to do the thirteenth national conference on school transportation (May 14-19). This will be in Missouri.

Driver's Education – NWMS and CMSU are the only two places which offer driver education instructor certification training. Certification can be done in one summer. An average of 6-10 instructors is certified each summer. The certification process was established in 1935 for public school teachers. The same method is still being utilized with the exception of driver simulators and multiple car driver ranges. Students must have 30 hours of classroom instruction and 6 hours behind the wheel. Would like to increase training to 45 hours classroom instruction and 8 hours behind the wheel. This is the minimum time period needed to be a novice driver. It takes 1-5 years to be an experienced driver.

Laws have been changed in Missouri, placing more responsibility on parents to train their children to drive. The decline of the drivers education program in Missouri prompted changes in Missouri law (graduated licensing). Commercial driving schools are usually only available in urban areas. There has been resurgence in the past two years of driver education classes. One major barrier is that it is expensive to certify instructors. Nationally, 6000 teen deaths per year attributed to car crashes. Teens account for 12% of all crashes while being only 5% of all drivers. AAA decided the driver education program was dying out and did some curriculum research in order to rejuvenate the program.

Legal guardians, grandparents, and parents are the only authorized teachers for a 15 ½ year old driver under Missouri's graduated licensing program. Driver's education classes are not mandatory in Missouri, although 12000 students were trained last year. Not all instructors are using the same curriculum. There is no state supervision. There are 525 school districts and approximately 150 of these have driver education programs. Martin Pion requested a list of these districts. The committee's interest was expressed in improving the curriculum to better address pedestrian and bicyclist safety.

III. Presentation by Department of Elementary and Secondary Education

Gary Dixon indicated that DESE would like all students to ride school buses. Even kids who live within one mile of the school (provided not over 12% of the total) are often bussed. There is no bike/ped curriculum in the schools now. They do prepare guidelines for school districts to follow in locating and

building new facilities but not many ask for the guidelines. Site location is not part of the accreditation process. The Missouri School Improvement Team has a committee, which updates the accreditation process every 5 years (Dr. Joiner is in charge of the committee). The committee will meet again soon to update the accreditation process.

A comment was made that the Center for Disease Control is waging a new war - lack of fitness in America's youth. The federal government has one agenda and the states and local agencies all need to get on the same bandwagon. There is a manual available on school pedestrian safety (according to the CMSU speaker).

October 6 was Walk Your Child to School Day and over 1300 pieces of literature were distributed to Missouri school districts. No information available as to how many schools participated. Need to coordinate with DESE in the future. A suggestion was made that the schools teach life skills including pedestrian/ bike safety and benefits. Some elementary schools may already address this in some fashion.

A question was posed: What about transportation training program instead of simply a driver's education program?

There is no standardized training in Missouri for school crossing guards. Neither DESE funds or other school district funds can be used to build sidewalks and bike paths to schools. School districts can apply for funding for enhancement projects (MoDot) including sidewalks and bike paths. Mr. Dixon will talk with Dennis Scott about funding opportunities available to improve safety and access to schools.

DESE learns of new facility construction projects through bond issue notification. At this time, contact could be made to local communities concerning access and safety. Schools have been exempt from planning and zoning ordinances. This can create a situation of schools that do not connect to the community and built-in transportation access and safety issues.

IV. Nominations & Report from Membership Committee

Andy Clements reported that the Subcommittee approached the current Chair and Vice-Chair to see if they would accept a one-year extension of their term of office. Both accepted. Motion was made and seconded to accept the extensions. Approved by Committee vote.

The Subcommittee developed Membership Guidelines (see handout). It was decided to merge this document with the Committee's Rules of Procedure. A motion was made and seconded to approve pending and inconsistencies. Approved. The merged document will be sent to members prior to the next meeting and voted on at the next meeting. It was requested that if you note anything needing to be addressed contact Dennis Scott or Andy. This new guideline will help determine what happens if a member resigns or has a change of job status (for those representing state or local government). It will also address the removal of members who do not attend and will address the selection of new members for the Committee.

V. Reports

A. Missouri Bicycle and Pedestrian Guide: This new policy guide was adopted by MoDOT in September. Training has been done for the Kansas City area district. There is not a lot of literature available in this area. The Guide looks at 5 needs assessment factors:

- If there is a local plan for bicycle/pedestrian access and safety
- when pedestrian/bicycle traffic generators are near the project
- Evidence of bike/ped traffic in the area
- Route provides access across a barrier
- Public support

Only one of these flags needs to go up to alert project development staff to closely examine pedestrian or bicyclists needs. See handout entitled Process for Changes. This is a process for MoBPAC to suggest changes or additions to the Guide. It was suggested that a report be back from an internal review Committee after 180 days (maximum). How do we coordinate changes to the document? The committee requested an access management presentation for the next meeting. Mike Murray to communicate to MoDOT about coordinating access management policy development with this Committee.

How can we assure the new policy gets to everyone that needs to see it? Committee members can help with distribution and education. MoDOT is not the only player. An ad hoc committee was established. Martin Pion to chair this subcommittee. Volunteers include Mike, Bob Kirkman, and Jeff Elson. The purpose: to review the Guide and report to the full committee recommendations.

It was requested that upper level management from MoDot sit in on Committee meetings.

B. Madison Seminar: Took place in September for all bike/ped state coordinators. In conjunction with this meeting, a professional development workshop series was available. There was more representation from Missouri than anywhere else with the exception of Wisconsin and California. Madison is the bike capitol of the Midwest.

C. Update on Regional Bicycle/Pedestrian Committees: At this meeting, Marlene Nagel reported on activities at Mid-American Regional Council (KC area). Both sides of the state line devised comprehensive bicycle plans in 1995-96. Follow-up workshops have been held for technical guidance and information.

A grant was received to work with middle school kids and their parents to understand transportation options. The empowered kids developed their own survey for other kids and then parents. The kids prepared and presented their report to the city council. This precipitated the formation of a youth advisory board. This process was repeated in a Kansas community. It was difficult to find school districts to participate in this project. Next year will focus on working with schools to underscore importance of bike/ped transportation for their students.

A regional pedestrian plan has been completed. Will hold a Bike to Work Day, which will include only certain employers or geographical region for the first year. Creating Quality Places Forum to be held December 7 at the Hyatt. For details go to the following web site www.marc.org. Trying to get a full-time bike/ped coordinator for the area. Hopefully by next year.

D. Pedestrian Safety Proclamation: Kari Blaueur with Highway Safety wasn't able to participate in October , but reported the Proclamation was signed by the Governor (Pedestrian Safety Month). This Proclamation occurred in the same month as the Walk Your Child to School event. Next year more needs to be done to draw attention to these two events. It was suggested that the Missouri Injury Control Advisory Committee might take this project. May consider submitting a legislative proposal about Walk Your Child to School event. Will discuss this more at the next meeting.

E. Walkable Community Events: In early November, the bicycle/ped program helped coordinate a 6 day visit to the state by Dan Burden of Walkable Communities. Two days were spent with walkability audits and presentations in the Kansas City area. Four days were spend in St. Joseph which included an audit and a 3 day "charette" process to involve the stakeholders in a design for a remake of sections of 2 arterial streets.

VI. Old Business

A. Walk Your Child to School Event: This item was discussed in relation the pedestrian safety proclamation.

B. Hazard Elimination Funds: Originally thought the fund had about \$4 million but it may be more like \$12-20 million annually. Need to determine how to access some of this money for ped/bike safety projects. The chair will communicate with MoDOT about this interest.

C. Enhancement Program: Tabled this discussion except for the chairman to mention that Missouri was the only state to transfer enhancement fund money into highway purposes.

D. Bicycle Suitability Maps: Bob Kirkman not available to give a report. Dennis provided a number of maps from other states for the subcommittee to review later.

E. Website: Meeting minutes will be available on the site which should be fully functional by the next meeting.

VII. New Business

A. Millennium Trails: The Mississippi River Trail was one of the 16 nationally designated trails. The Katy Trail has been named a Millennium Legacy Trail (one in each state). Do not know is this is just for recognition and status or if funding will be available for trail enhancements. MU is currently doing a study on equestrian usage on the KATY trail from Sedalia to Calhoun.

B. St. Louis County Share the Road Brochure: A motorist-oriented brochure about bicycle safety is being developed for St. Louis County. Tentative discussions have occurred about printing a version for statewide use.

C. Training Seminars: Limited discussion due to time constraint

D. Other: None

VIII. Subcommittee Overview

The subcommittees were directed to their meeting location.

IX. Subcommittee Breakout Session

The subcommittees had over an hour of discussion time.

X. Subcommittee Reports

Legislative/Funding – "Safe Routes to School" being done by California, with 1/3 of their enhancement pot. Lobbying effort – designate someone to talk with the MoDot representative and meet with other legislators. The committee would like some involvement in the MoDot Joint Committee Report. The Chair will communicate this interest to MoDOT.

Safety/Education/Enforcement – Julie Bryant from Dept. of Revenue sat in to explain how the Committee could make recommendations for change to the Missouri Drivers Guide. The committee would like to make a recommendation to the DOR Director. Dennis Scott will clarify the process for advising another agency. Suggestions may also be sent by email to Ms. Bryant. The subcommittee plans to communicate by email and conference calls before the next Committee meeting. The next revision of the Guide will come out in July 2000. It was suggested to change the name to the Missouri Road Users Guide. Another suggestion was to develop a statewide "Share the Road" program using enhancement fund money. Determine how others have done similar and how effective the efforts were.

Planning/Design/Physical Environment – The last map (produced by DNR) rated all state roads on suitability. Instead identify key intersecting roads north/south and east/west that reach a state attraction. Want to develop a map for access and tourism. It would be a joint venture with MoDot, Tourism, and Natural Resources. Could be contracted out to develop map and text. Who would print it? Who would coordinate the 3 agencies? The plan is to encourage bicycling, build a base of local support, and develop tourism.

It was suggested the Committee publish a publication on bike safety written by John Allen. Committee to decide which brochure to adopt.

XI. Set Next Meeting and Adjourn

Next meeting is tentatively scheduled for February 7, 2000.